

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " R. D. Thomas.
 "FATSHAN," 2,280 " " W. A. Valentine.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Birss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

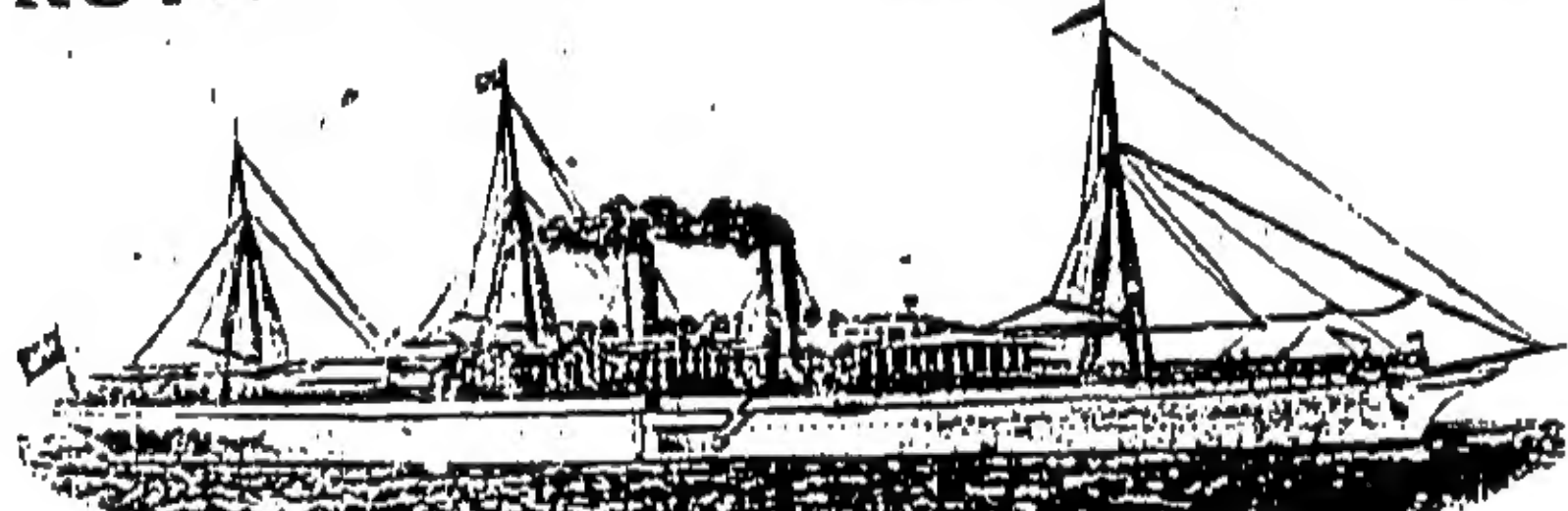
FARES:—Hongkong to Kong Moon Single \$6.00
 Hongkong to Kumchuk Single \$7.00

The above vessels have superior Saloons and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 8th March.
 "ATHENIAN," 4,440 " WEDNESDAY, 15th March.
 "EMPERESS OF CHINA," 6,000 " WEDNESDAY, 22nd March.
 "EMPERESS OF INDIA," 6,000 " WEDNESDAY, 29th March.
 "TARTAR," 4,445 " WEDNESDAY, 5th April.
 "EMPERESS OF JAPAN," 6,000 " WEDNESDAY, 12th May.

Hongkong to London, 1st Class via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate £40.
 Steamers, and 1st Class Rail £40.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the P.A.CIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
 9, Pedder's Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ALESIA	HAVRE, ANTWERP and HAMBURG.	2nd March.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
SAMBIA	HAVRE, BREMEN and HAMBURG.	9th March.	Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO).		
RHENANIA	MARSEILLES, HAVRE & HAMBURG.	18th March.	Freight and Passengers.
Behrens	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	4th April.	Freight.
Knaibel	(Calling at S'PORE, PENANG & COLOMBO).		
SILESIA	HAVRE and HAMBURG.	18th April.	Freight and Passengers.
Bahl	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAVRE and HAMBURG.	2nd May.	Freight and Passengers.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).		

With Transshipment at Singapore, ANDALUSIA, Captain Piller, to sail from Singapore about 10th March, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, One's Buildings.

Hongkong, 28th February, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 15 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 15 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 15 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS BY ARRANGEMENT at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 29th December, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM, and A. O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 15th December, 1903.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
 Kennedy Town to Post Office 4 cents First Class.
 Post Office to Causeway Bay or Race Course 4 cents First Class.
 Causeway Bay to Shau-ki-wan 5 cents First Class.

The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,
 General Manager.

SHEWAN, TOMES & CO.,
 Agents,
 Hongkong, 8th February, 1905.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.

Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe in the Orient.

Hongkong, 17th December, 1904.

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

A NEW DAY SCHOOL

FOR CHINESE PUPILS will be opened on MONDAY, March 6th, in connection with the Young Men's Christian Association (Chinese Department) at 25, Des Vœux Road Central, top floor. Thorough instruction in ALL THE ENGLISH BRANCHES will be given by FIRST-CLASS TEACHERS UNDER FOREIGN SUPERVISION. Central location. Rooms large and well ventilated. Rates very reasonable. Call or send for our catalogue giving full particulars. Address the SECRETARY as above.

Hongkong, 24th February, 1905.

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL. J. W. OSBORNE, Proprietor and Manager.

HOTEL DES INDES.
 NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-6 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade. Spacious Refreshment, Dinner and Billiard Saloons.

E. C. VAN MARLE,
 Proprietor.

H. T. SARRE,
 Manager.

Singapore, 4th October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half March	JAPAN VIA SHANGHAI	First half March
TJILATJAP	JAPAN	Second half February	JAVA PORTS	Second half February
TJIMAH	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 ALEXANDRA BUILDING, 3rd Floor.
 Hongkong, 31st February, 1905.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 378

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

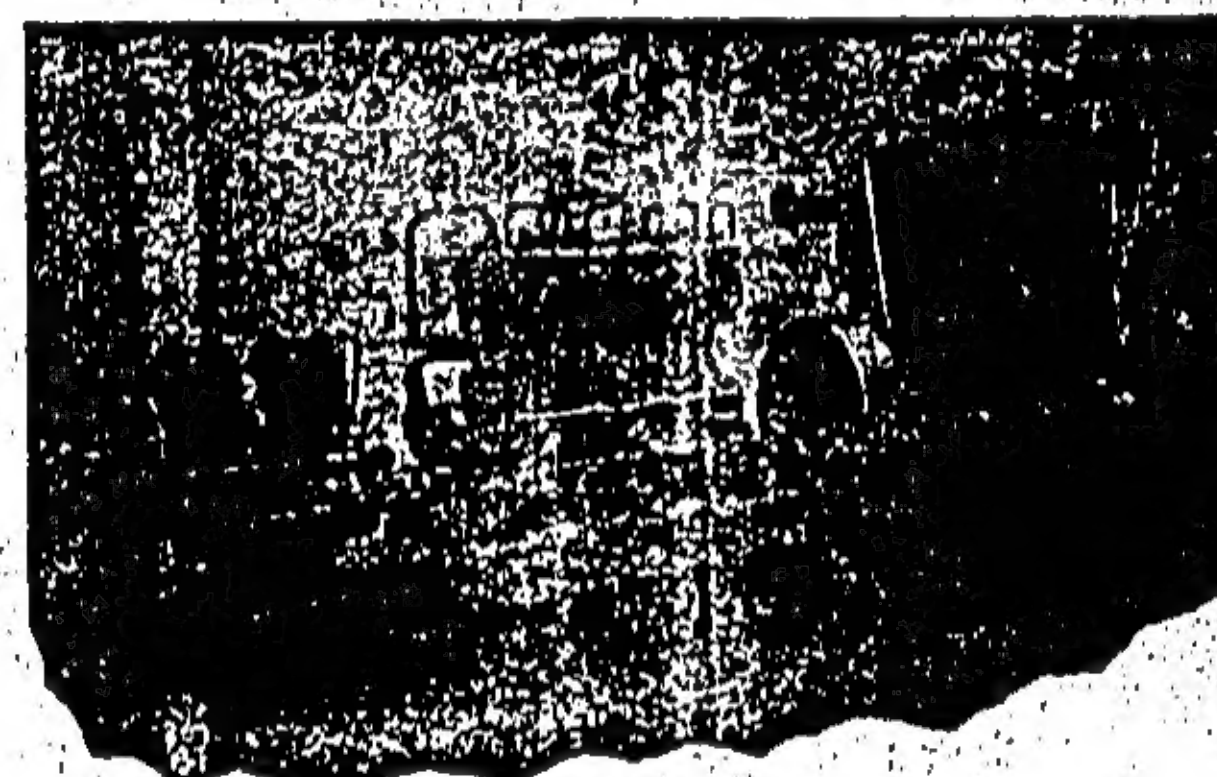
E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS

For Reliability, Durability, Workmanship, Lightness, Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.
 W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.
 H. W. JOHN'S CANADIAN ASBESTOS GOODS.
 Cable Address: "MARINEWORK," Hongkong.
 Telephone No. 358.
 12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 J. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Pile.
 Examinations of Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

Intimations.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"

Des Vaux Road.

FURNISHING
DEPARTMENT.

FIRST FLOOR BY LIFT.

Newest designs in
ART
TAPESTRIES.A splendid selection
ofPRINTED
SATEENS

NOW ON SHOW.

TABLE COVERS.

BED SPREADS.

TEA CLOTHS.

TABLE LINEN.

CHINA AND GLASS.

ALL KINDS OF
CARPETS,
CARPET SQUARES
AND RUGS.PICTURES,
ENGRAVINGS,
&c., &c., &c.UPHOLSTERING
DONE ON THE
SHORTEST NOTICE.HOUSES
COMPLETELY
FURNISHED.CUSHIONS
MADE TO ORDER.Estimates given for all
kinds of
FURNISHING
WORK.Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 25th February, 1905.

Auctions.

PONIES! PONIES! PONIES!!!
THE Undersigned will hold their Annual Sale of RACE PONIES by Public Roup as under:—
TO-MORROW,
the 2nd March, at 2 P.M., at Kennedy's Causeway Bay, Repostory, upwards of FIFTY LOTS.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1905. [280]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 2nd March, 1905, at 3 P.M., at
THE KING'S SHIPWAY, Wanchai,
The Cruising Yacht
"IONA."

Length Water Line 35 ft. 6 in., Breadth 8 ft.,
Depth 3 ft. 9 in., Sail area 600 Square feet.
This Yacht will be sold ready for sea with all
SPARE GEAR, CABIN FITTINGS, CUTLERY,
PLATES, &c., &c.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 1st March, 1905. [272]

Intimations.

**ASSOCIATION OF YORKSHIREMEN IN
HONGKONG AND CHINA.**

THE ANNUAL DINNER will take place at the HONGKONG HOTEL, on SATURDAY, the 18th of March.

Yorkshiremen intending to be present are requested to communicate with the Undersigned.

As decided by the Parent Society the term "YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person of Yorkshire parentage on either side. (3) A person who is identified by residence with the County of York.

ARTHUR CHAPMAN,
Hon. Secretary.
Hongkong, 28th February, 1905. [304]

WANTED.

AS OFFICE ASSISTANT, a youth with knowledge of TYPE-WRITING.

Apply to—
**THE HONGKONG & WHAMPOA
DOCK CO., LD.**
Hongkong, 25th February, 1905. [203]

**HONGKONG FIRE INSURANCE
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the Office of the Company, Pedder's Street, on MONDAY, the 6th day of March, 1905, at 11.30 A.M., to receive a Statement of Accounts for the year ending 31st December, 1904, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February to the 6th March, high days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th February, 1905. [326]

**HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 3rd January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

CHINESE YOUNG MEN, ATTENTION!!

DO you want to earn more money in your present position? Do you want to get a better position? Do you want to become a more useful citizen? There is only one way to accomplish these ends, and that is to improve your education. There is no excuse for a young man to remain in an inferior position when, by a little effort, he can so educate himself as to be able to command a good salary.

NIGHT SCHOOL.

WILL OPEN FOR THE SPRING SESSION on WEDNESDAY, March 1st. Classes every night from 6.30 to 9.30 in the following subjects: English (Beginners, Intermediate, and Advanced), Mandarin, Arithmetic, Grammar, Bookkeeping, Commercial Correspondence, shorthand, and TYPE-WRITING. A competent Chinese teacher will conduct the Beginners English class. All the other classes (except Mandarin) will be taught by FIRST CLASS FOREIGN TEACHERS. ENGLISH and TYPE-WRITING a SPECIALTY. Large airy rooms. Rates reasonable. For further particulars write or call—Secretary, YOUNG MEN'S CHRISTIAN ASSOCIATION (Chinese Department), 26, Des Vaux Road, Central.

Hongkong, 23rd February, 1905. [278]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Cos., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

B. MORI,
Acting Manager.
Hongkong, 24th January, 1905. [68]

HONGKONG GENERAL CHAMBER
OF COMMERCE.

ANNUAL MEETING.

[Continued from page 5.]

Mr. H. W. Shide seconded, and said:—I have much pleasure in seconding the Chairman's resolution. As he says, it is purely an endorsement of what the committee have already done, and I think the committee have acted rightly in approaching the Government in time about this matter, a most important one for the Colony, and the community in general is represented by this Chamber. We should have the earliest opportunity of discussing any proposals brought forward for altering the Fiscal Policy of the Empire. As the Chairman mentioned, the proposals are not at present contained in concrete form, but no doubt, after the dissolution of the present House of Commons, they will be, and it is only right that we should ask the Government to put before us what proposals may be.

Hon. Mr. Gershom Stewart said: Mr. Chairman and Gentlemen.—From the advertisement which has been in the papers for some time, a special invitation is given inviting discussion on the resolution which is now before the meeting. It is in response to that invitation that I venture to offer a few remarks on this interesting subject. As evincing a willingness on the part of the Chamber of Commerce to undertake fresh labour in the public interest, there is nothing but good to be said of it. As an effort to encourage public discussion on matters of general interest, for from the wording of the resolution, the matters treated are to be submitted to the members in general, there is much in it which will appeal to those of us brought up to believe in free discussion as the soundest principle upon which to found all legislation. But there are other views of it, which upon consideration may lead to doubt as to whether the objects aimed at are likely to be best secured by the proposal before us. The resolution is comprehensive as it asks that all legislation affecting commerce should be submitted to the Chamber for approval. As nearly all legislation does affect trade in some form or other, it seems to amount to a claim that the Government should submit practically every ordinance they may be called to draw to the view or approval of this Chamber. What affects commerce, more than the soundness of individual liberty? But are laws affecting the constitution of the supreme court or the police force to be submitted to a cosmopolitan body? The maintenance of Public Health also is an important—do we desire to become a reference committee for the Sanitary Board? Defence and security occupy essential features of successful commerce, a review therefore of subjects affecting naval and military positions are included in the comprehensive wording of the resolution we are considering. If it is put forward in its present shape, it will certainly cause a searching inquiry on the part of the Colonial Office as to the constitution of the body making a claim of such a widespread nature. It will be found that we are a cosmopolitan body which is free to elect or reject its own members, who in their turn are free to elect their own officers. As we exist at present we have the advantage of having members of all sorts, who are free to give us the benefit of their knowledge and experience on every matter. I am one of those who think that the China trade is in its infancy. There are some pessimists, who think that we Britishers are decadent, and represent a diminishing trade. I am not one of those myself, but the pessimists may be right, and there is therefore a possibility that in days to come the majority of this Chamber may not be Britishers at all. Is it not a somewhat lame order to ask the Government to mortgage their future so far as to promise to submit all their legislation to a body so constituted? Was the Chamber any cause of complaint against the Government? If they can bring a just charge showing want of consideration against the Government they will have the unanimous support of the members in resenting it. I have always thought that the Chamber were most anxious to avail themselves of the experience of the senior members of this Chamber. Before asking for fresh powers it might be well for the Committee to reconsider the proposition and in the meantime avail themselves more systematically of the powers to influence legislation which they enjoy at present. Bills are advertised freely in the Government Gazette and the public press before they are brought forward, and yet the Member for the Chamber had no instructions when the last Sugar Bill came before the Council. The discussion raised on that day was raised by Mr. Shewan and myself upon our own initiative, and yet the principle involved was the freedom of the port. I think that the evident desire of the Committee would be met if they formed out of their own members a parliamentary committee to report on all bills brought forward by the Government. Their energetic Secretary could keep them posted as to all bills advertised. There is also always the possibility that the Committee and the members may view certain matters from different points of view. It is fresh in our memory that in the great question of currency the members by a majority voted, for an inquiry into the possibility of a gold standard, whereas the Committee were opposed to it. In such a case which were the Government to support? In its present form I shall vote against the resolution, firstly, because it asks for a privilege which cannot be shared by many of our own countrymen in the colony who are not members of this Chamber, and secondly, I think the Committee are asking for something which may entail upon them an answer, which will certainly be polite, but cannot be entirely favourable; and, thirdly, because this request may be met by some counter proposition affecting the constitution of this Chamber which might lessen our importance as an all-embracing trading institution.

Mr. G. W. F. Playfair: I agree with every word Mr. Stewart has spoken, and beg to second his position.

The Chairman in reply said the Fiscal Question was in the air and all sorts of proposals had been put forward. There was a general tendency to believe that certain legislation might be brought in between Great Britain and her Colonies, which might be of great use or might have a very serious effect upon Hongkong. The resolution merely asked the Chamber to endorse the request already put forward by the Committee during the past year, and which has been favourably received by the Government; that in the event of any legislation being brought forward in connection with this question, the Chamber of Commerce might be communicated with. The Chamber of Commerce was not attempting to arrogate to itself any unusual power. The resolution was worded very much in a similar way to one adopted by the United Chambers of Commerce of India and Ceylon, and since received in a very sympathetic manner by the Governor-General of India. They did not suppose that the Government would undertake any legislation concerning them, without first consulting them. They had always consulted them previously, and he did not think now that they would commence to neglect so doing. He asked them to pass the resolution.

Mr. Gershom Stewart said the resolution was of a very sweeping nature, though the remarks of the Chairman had toned it down somewhat. He suggested that it be referred to the new committee for consideration.

The Chairman then put the resolution to the meeting, and it was carried by a very large majority.

On the motion of the Chairman, seconded by Mr. E. Ormiston, the following were admitted members of the Chamber: Messrs. Abdulhally Ibrahim and Company, Agard Thoresen and Company, Jorje and Company, The Fire Insurance Association of Hongkong, and Run-jin and Company.

On the proposal of Mr. Scott, seconded by Mr. Thompson, the retiring members of the Committee were all re-elected.

This concluded the business.

A meeting of the Committee was subsequently held when Mr. E. A. Hewitt was unanimously re-elected Chairman, and Mr. A. G. Wood, vice-chairman.

THE CHINESE ENGINEERING AND MINING CO. CASE.

CHANG YEN-MAO v. HEWICK, MOREING AND CO.

[Continued from yesterday.]

In cross-examination by Mr. Hughes, Mr. Dering said he had had 40 years' experience in business in China, and the plaintiff Chang was a very capable man, and had a thorough appreciation of commercial and financial affairs. Witness had been a director of the Kaiping mines since 1895, but until 1900, he got no salary or other remuneration. Then why did you work on their behalf and assist them?—If there was a nut to crack, I should crack it. (Laughter.) I see; you were the nut-cracker? (Laughter.)—Yes. Inducements might have been offered to him by the defendant Moreing and Mr. Hoover in these transactions, but he deliberately took that course in order to have a free hand. The proposal was that 50,000 shares should be for himself and his Excellency; but no understanding was come to.

You let them think you had accepted it?—I let them think what they liked. (Laughter.)—Did you take that course so that you might say one thing or another when convenient?—I wanted to be able to deal with the matter as I thought fit.

Witness was then referred to the correspondence, and was asked: You remember writing a letter to Moreing in which you told him he had the opportunity of taking the lead in mining matters in this country, and make for yourselves and those who follow your colours a good thing of it?—Yes.

Continued: "I think it best that the management and profits of the enterprise should be fairly divided."—Yes.

Yet you never thought of yourself in these matters?—Not at all. (Laughter.)

You were one of those following his colours at that time? (Laughter.) Or leading them. (Laughter.)

At Tongku witness, Hoover, and Chang frequently met. As a rule he acted as interpreter between Chang and Hoover. With regard to the authority of June, 1900, witness said he instructed Mr. Eames to draw up the document required for the purpose of protecting the Chinese Mining Company under the British flag. Mr. Hoover wanted to be trustee of the company; but witness was tenacious that Mr. Moreing should occupy that position.

At this point the hearing was adjourned.

THE SIXTH DAY.

The hearing was continued on 26th Jan., when Mr. Dering again went into the witness box, and was further cross-examined by Mr. Hughes on behalf of the defendant company.

Witness said he had a salary of £2,000 a year and a commission on the profits, and Chang had certain rights. In his opinion, he was entitled to compensation for giving up his rights was not discussed, so far as he could remember. Chang was entitled to compensation for the profit he was permitted to make out of the company under Imperial edicts. His impression was that he gave Hoover all the documents, or showed him what was in them. He could not remember telling Mr. Hoover that one of the documents was not explained to Chang. On certain occasions he had to act on his own responsibility. He thought it was necessary to do so in China, because he did not want to be in a dangerous position. He put it to you that you carefully explained to Chang the whole of it?—I cannot remember that.

Are you prepared to say that is not so?—No, I am not; but I cannot remember.

Questioned with reference to a letter of Mr. Moreing of Nov. 9, 1900, witness said he knew some free shares would have to be given, but had no idea of the number. He understood from the letter that the Chinese Syndicate would have a large number of shares in the new English company. In his discussions with Hoover no reference was made to his own or Chang's compensation in the matter. Had he not accepted the offer of Mr. Moreing and Mr. Hoover he would not now be able to defend the Chinese shareholders.

Whenever it was important that Chang should know matters connected with the company you told him?—When there was anything important to communicate to his Excellency I communicate it.

Cross-examined by Mr. Haldane: From the first it was his idea that the promoters of the new company should make a profit. The 50,000 shares to go to him were to be used according to circumstances. He had not told Mr. De Wouters that he signed the deed of July 30 with the full authority of Chang. At the time the whole contents of that deed were unknown to Chang. Chang left him to look after the interests of the Chinese Company. He might have told De Wouters that he had full authority to sign the agreement; but he did not say that he had that authority from Chang.

Did you tell De Wouters Chang had told you?—Well I will sign; but I want a memorandum in such a way as to disengage my responsibility and save my face in the eyes of the Chinese officials?—Chang was too practical a man to do that. (Laughter.) Witness denied having told De Wouters that was the object of the memorandum.

Did anybody dispute in China, between the date of the agreement and the time you all came to issue, that the memorandum was to be carried out?—The difficulty was that none of the various ages is who came to China to treat the question of reconciliation wanted to take the memorandum as it was signed.

Was not all they sought to do to fill out the details?—They wanted modifications of the memorandum. The representatives of the London Board wanted to put the whole Chinese board at naught.

Mr. Haldane said the whole dispute was as to the extraordinary construction which his friends on the other side were trying to put on the agreement entered into between plaintiff and the defendants. His lordship pointed

out that there was an absolute repudiation of the agreement in the defence. It was very unfortunate that it had been put in. Mr. Haldane replied he would not repudiate it. He was treating this memorandum as one which must be carried out, but his learned friend Mr. Leveit was not content to say this memorandum of agreement was binding, but asked for something beyond that.

Mr. Justice Joyce was not surprised to hear Mr. Haldane did not dispute the memorandum; but he was not going to press how the agreement was to be carried out.

Mr. Haldane said it was unfortunate the company were second defendants, because they came after a charge of fraud. They were not charged with being fraudulent, but with being the creatures of fraud.

Mr. Justice Joyce: You are the creatures of the other defendants?

Mr. Haldane: In the language of Lord Justice James, I am put forward as "being conceived in fraud and born in iniquity."

Mr. Justice Joyce said the co-defendants were his enemies, and it was extremely unfortunate such a defence was put in on behalf of the company. He would like to hear what had been done with the shares before he called upon the other side.

Mr. Leveit stated that he was going to put in the share registers of the different companies. Mr. Justice Joyce: Yes; but someone must tell me what they mean. I am, like the witness, in a bit of a mist about the shares. By next Tuesday (31st Jan.) perhaps, you will all consider where you are.

Mr. Hughes: I had hoped that we should have had an intimation to-day which have put before us somewhat more clearly what the plaintiff's case is.

Mr. Justice Joyce: I think you can guess. This closed the plaintiff's evidence, and the hearing was adjourned till 31st Jan. [To be continued.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 100

Do. demand 100

Do. 4 months' sight 114

France—Bank T.T. 2374

America—Bank T.T. 454

Germany—Bank T.T. 193

India T.T. 141

Do. demand 141

Japan—Bank T.T. 92

Siam—Bank T.T. 131

Buying.

1 months' sight L/C. 114

3 months' sight L/C. 114

10 days' sight San Francisco & New York 46

1 months' sight do. 47

1 months' sight Sydney and Melbourne 114

10 days' sight Franco 241

1 months' sight do. 43

1 months' sight Germany 147

1 months' sight Silver 278

Bank of England rate 3 7/8

GRAIN QUOTATIONS.

To-day's quotations are as follows:

Per cwt.

Malwa New 1,130/1,150

" Old 1,100/1,200

" Older 1,240/1,300

" Oldest 1,310/1,350

Patna New 1,170

4 naves New 1,110

4 naves (Patna) 780/810

Intimations.

**YOU WANT
PROVISIONS
AND
WINES
IN
1905.**

GET YOUR SUPPLIES

FROM

A. CHAZALON & Co.

(SUCCESSORS TO

G. GIRAULT)

6, QUEEN'S ROAD CENTRAL,

Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 22nd February, 1905. [31]

Entertainment.

THEATRE ROYAL,

CITY HALL.

THE DALLAS-BANDMANN

OPERA CO.

35 ARTISTS 35

GRAND OPENING NIGHT,

TO-MORROW,

(THURSDAY), 2nd March,

When will be produced the enormously

Successful Musical Comedy,

"A COUNTRY GIRL."

FRIDAY, 3rd March,

"A COUNTRY GIRL."

SATURDAY, 4th March,

"A COUNTRY GIRL."

MONDAY, 6th March,

Grand Production of

"THE ORCID."

Doors open 8.30 P.M.

Commence 9.00 P.M.

PRICES AS USUAL.

Plan at Messrs. ROBINSON PIANO Company.

Hongkong, 1st March, 1905. [30]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the

Military Authorities that GUN PRACTICE

will be carried out as under:—

On WEDNESDAY, 1st March:—

From Pak-sha-wan, towards entrance to

Junk Bay, at ranges of 600 to 4,000

yards, commencing at 9.30 A.M., and

finishing at 11 A.M.

On FRIDAY, 3rd March:—

From Sywan and Pak-sha-wan, towards

entrance to Junk Bay, at ranges of

600 to 6,000 yards, and 600 to 4,000</

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,
WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

per dozen.

SCHWEPPE'S Soda Water, ... } \$3.00
Bombay Bottles

SCHWEPPE'S TONIC, ... } 3.00
Ordinary Bottles

SCHWEPPE'S Stone Ginger Ale, } 3.60
Stone Bottles

N.B.—We have been appointed sole agents
for China for Messrs. Schweppe's Aerated
Waters, and we have made arrangements to
have fresh consignments shipped to us by every
mail boat.

N.B.—All our Wines and Spirits are bottled at
home, thereby ensuring to our Customers
all the advantages accruing from bottling
done at home under the direct supervision
of the Growers and Distillers as compared
to bottling done in China by Chinamen
at the service of European Firms.

Hongkong, 7th December, 1904.

[33-1]

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hoong Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportionally.

The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the
world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 1, 1905.

WEIGHTS AND MEASURES.

We are pleased to find that, in the annual
report of the Chamber of Commerce, allusion
is again made to the important question
of the metric system of weights and measures,
for the compulsory adoption of which the
Committee is strongly in favour. The reader
is perfectly aware how agitation has been
proceeding for a considerable length of time
as to the extreme desirability of having
uniformity in weight and measures of all
commodities in the growing and expanding
conditions of the international trade of the
world, and those who have followed the
numerous articles which have appeared in
our columns from time to time on the cur-
rency question, will have learned that even
an international standard of coinage has
been mooted. The latter, however, is a far
more difficult problem for solution than the
change to a metric system of weights and
measures, which in Hongkong, where it is
already largely in use, could be adopted with
comparatively little difficulty. We believe
that the Continent had gained by its adop-
tion, and it is certainly a matter of regret
that the Home government has not long
since passed the Bill which the Decimal
Association of London promoted early last
year. As almost every scientific society of
repute in the world has recognised the im-
mense utility of a uniform system it is
strange, indeed, that Great Britain, which
is in the foremost ranks of commerce,
has not had it in use for years. Whilst
England has been acting half-heartedly in
the matter, and extensive territories with
vast populations added to the Empire, with
the result that the cumbersome British system
has been adopted in our new possessions,
the other nations of the earth have forged
ahead, held an International Conference on
weights and measures, and adopted the
metric system; it is almost needless to add
that none have regretted the course taken,
as is shown by our Consular reports from all
quarters of the globe. That the reform is
really urgent is evidenced by the fact that,
since about 1897 the Colonial Conferences,
Colonial Councils, Chambers of Commerce in
all parts of His Majesty's Dominions and many other societies
and institutions have passed resolutions
favouring the compulsory use of the system
for all purposes at an early date. It looks
almost as though the Mother Country has
been hesitating before adopting the change
in a practical form, until finally the colonies,
who have so far waited for England to make
the adjustment, have petitioned her to de-
cide upon uniformity in weights and mea-
sures. A compulsory Act is but the last
step of many which will bring us into the
ranks of the other nations. Therefore we
view with satisfaction the decision of the
Chamber of Commerce to give financial
assistance to the Parliamentary Campaign
Fund being raised by the promoters of
the Bill to ensure a successful issue. This is a step in the right direction,
and we trust that the day is not far distant
when this scientific system of weights and
measures will be adopted throughout the
Empire at large.

LOCAL AND GENERAL.

MESSRS. W. G. HUMPHREYS & Co., agents for
Messrs. Swift & Co., send us a coloured
allmacker.

In the match for the semi-final for the Soldiers'
Club Cup the Royal Engineers beat the Albion
by four goals to nil.

PLAY on Monday evening in the bowls com-
petition, Hongkong Club v. the Navy, resulted
in the former scoring 9,454, and the latter 9,234
points.

THE Japanese Consul-General at Tientsin re-
ports that rinderpest is raging in and about
Tientsin with great virulence, and destroying a
considerable number of cattle.

THE Royal Indian Marine steamer *Hardinge*,
with the 19th Infantry on board for Hongkong,
was detained at Bombay owing to a case of
small-pox having occurred on board amongst
the native crew.

BOMBAY is now firmly in the grip of two fell
epidemics, plague and small-pox, which at
present threaten to exact such a heavy toll in
human life that the mortality for the city during
this cold season may be one of the highest on
record.

THE three Chinamen who were charged with
committing armed robbery in the New Ter-
ritory, under circumstances already recorded in
these columns, were this morning committed
by Mr. Gompertz, at the Magistracy, to take
their trial at the next Criminal Sessions.

AN old Chinese woman was, on the arrival of
the steamer from Canton yesterday, suspected
of being in possession of illicit opium. A
search developed the fact that she had upon her
thirteen taels of the drug. Mr. Gompertz dealt
with her at the Magistracy yesterday, when a
fine of \$500 was inflicted.

ON account of telegraphic information received
from Singapore, on the arrival of the *Nansang*,
on the 27th ult., Indian Police Constable No.
424, arrested one Ah Kuu, who is wanted at
that place, on account of crimes committed.
He was placed before Mr. Gompertz this morn-
ing on application for his extradition, but was
remanded for further evidence.

THE Club Lusitano ball, which was to have
been held on Saturday next, has been postponed
as a matter of respect for one of its
oldest members, Mr. F. J. Machado, who died
yesterday. Mr. Machado, who was seventy-
two years of age at his death, was one of the
few original members of the Club, and was
held in general esteem by its members, past
and present.

BEFORE Mr. F. A. Hazeland at the Magistracy,
yesterday, Mr. P. W. Goldring, of Mr. G. K.
Hall Brutton's office, applied for leave to appeal
against the sentence of six months' hard labour,
in the case of the six men charged with ill-
treating a boy, whom they believed to have
given information as to their doings to excise
officers. Leave to appeal was granted, the
prisoners to be released, the first on bail of
\$5,000, the rest \$3,000.

THERE will be a football match between the
Lusitano F. C. and Rovers F. C. on Friday
at Queen's Recreation Ground, Causeway Bay,
kick-off at 5.15 p.m., sharp. The following
will represent L. F. C.—Goal: J. C. Bar-
ros; backs: A. V. Barros, J. C. Barretto;
halves: J. M. Sequeira, O. F. Rosario, P. da
Rosa; forwards: J. M. Brito, C. F. Ozo-
rio, (Captain), E. M. Ozo-rio, A. O. Barradas, and
A. J. V. Ribeiro.

A PIRATE'S JUBILEE.

MESSRS. BLACKHEAD AND CO. EN FÊTE.

To-day the well-known local firm of Messrs.
Blackhead and Company, shipchangers, coal-
merchants, soap manufacturers, and general
commission agents, of Hongkong and Kowloon,
are celebrating their completion of fifty years of
progressive business operations. It was on the
1st of March, 1855, that the founder of the firm,
Mr. E. Schwarzkopf, opened a shipchandler's
business on an old hulk at Whampoa near
Canton, which has proved the nucleus of
what is to-day a large and extensive shipping
business, with other issues attached. But a few
years later, on account of our trouble with the
Chinese in the district, the hulk, the *Schwartz-
kopf*, was abandoned, and the growing business
transferred to Hongkong. Even in those days
the founder had made great headway, and what
was a mere "junkshop" in the beginning, had
already assumed important proportions with a
good standing among the mercantile marine,
visiting this port, and others on the China
coast. Hongkong then was not the Hong-
kong of to-day, as we know it, and it was
considered a great step in advance when the new
firm opened business in small temporary
premises in Queen's Road Central. After a
short stay there, the exigencies of the
business necessitated a further removal, and a
suitable locality was secured on Des Voeux
Road, for its new home. But this again very
shortly proved too small, and premises on the
waterfront, on the site on which to-day stands
the Hongkong Hotel were secured. Again the
business continued to increase, and the last
site being too cramped, the firm removed to
the edifice next to the present Hongkong
Hotel, where it remained, growing and in-
creasing so that it was at length deemed advis-
able to take over premises in St. George's
Building where they now occupy the whole
of the ground, and a portion of the first
floors. To-day, in celebration of its jubilee,
the firm has been keeping "open house," and
tendering a cordial welcome to all callers,
well-wishers and constituents alike, and the
employees at the various factories and go-
downs have, as far as possible, been given a
holiday. The new premises have been gay
with bunting and evergreen, while the in-
terior has presented a very pleasing
effect, by reason of a handsomely arranged
fountain in the centre of the main hall, near
the entrance, which is surrounded by some
lovely specimens of the "fan" palm, and other
tropical foliage. Immediately above the foun-
tain, as well as over the entrance, appear the
dates 1855—1905, elegantly picked out in vari-
coloured flowers, while below those inside is
hung a portrait of the founder of the firm, Mr.
E. Schwarzkopf, the whole of the top of the
immense hall being draped with the flags of all
nations. On a daintily arranged table at one
side were set out light refreshments, and there
Mr. F. Schwarzkopf, the son of the founder
of the firm, supported by Messrs. F. H. Böhme
E. Vollbrecht, C. Stockhausen, J. Davich, and
other assistants of the firm, dispensed hospitality
and received the good wishes for the continued
success and progress of this enterprising firm.
During the day Blackhead Point was gay with
bunting in honour of the occasion, upon which
we join in tendering our hearty congratulations
to Messrs. Blackhead and Co.

SALE OF RACE PONIES.

At four o'clock this afternoon, opposite the
City Hall, Messrs. Hughes and Hough sold, by
public roup, the following ponies which took
part in the recent race meeting. Following
were the ponies sold, the buyers and their
bids—

Chesal, saddle pony and broken to harness,
withdrawn.

Standard, good hack, perfect mouth and
manners up to 14 stone, Mr. Kernan, \$65.

Buicha, dun griffin, withdrawn.

Woodstock, winner of races in Amoy, Capt.
Leslie, \$65.

Distrust, winner of races in Amoy and
Hongkong, Capt. Pullock, \$90.

Caterpillar, Mr. Melchers, \$65.

Soup Meat, Mr. W. G. Clark, \$90.

Blackbird, winner of Encouragement Stakes,
Mr. Melchers, \$120.

Patrimony, winner of races in Foochow, Capt.
Leslie, \$110.

Scottish King, winner of races in Shanghai
and the "Cotswold Cup," and in Hongkong
Club Cup, and 3rd in Great Southern Stakes,
bought in \$500.

Umbrian King, 2nd in Maiden Stakes, bought
in \$120.

Saxon King, bought in \$100.

Tuscan King, 2nd in Grand Stand Stakes,
bought in \$100.

Prairie King, winner of the Germ in Cup and
Hongkong Stakes, and in Chinese Club
Cup, Mr. Hynes, \$720.

Jungle King, winner of Racing Stakes, bought
in \$182.

Cake Walk, strong, believed sound and like-
ly to make a good Polo pony, Mr. May, \$130.

Royal, chestnut pony, Mr. J. J. Leiria, \$100.

Grey griffin, Owner, \$85.

Hackenschmidt, Capt. Elgood, \$100.

Praps, Mr. J. R. Michael, \$140.

Praps noi, Mr. J. R. Michael, \$105.

Border Raider, winner in Shanghai and placed
several times during the recent meeting, with-
drawn.

Ledbury, Capt. Leslie, \$105.

Heythrop, Mr. Patterson, \$125.

Berkeley, Mr. Kernan, \$80.

The Duke, bought in, \$140.

V. W. H., Mr. Alves, \$65.

Starling, Mr. Arich, \$85.

The Loafer, bought in, \$130.

Th. Count, Capt. Leslie, \$135.

The Professor, Mr. Melchers, \$130.

Desperado, Mr. Anderson, \$130.

Grey griffin, Mr. Pereira, \$120.

The Spirit, winner of the Visitors' Cup, Mr.
Rose, \$190.

The Squaler, Mr. J. J. Leiria, \$60.

Cascade, withdrawn.

Grand Llama, Mr. Heinze, \$155.

Ocean, Mr. \$135.

Rosy Morn Rose, black China pony, and in
Wong-wei-chong Stakes, withdrawn.

Empress of India Rose, grey pony, Mr. J.
J. Leiria, \$125.

Silver Queen Rose, grey China pony, winner
of Wong-wei-chong Stakes, withdrawn.

The Gem Rose, grey China pony, winner of
Valley Stakes and Governor's Cup, bought in,
\$120.

Lamarque Rose, iron-grey, and in Lusitano
Cup, Mr. May, \$180.

High Frequency, 2nd in Jockey Cup, Mr.
J. J. Leiria, \$125.

Policy, 3rd in Chinese Club Cup, and in
Governor's Cup and 2nd in Valley Stakes, Mr.
May, \$145.

Fiscal, Mr. J. J. Leiria, \$80.

Wee Macgregor, Mr. Muckle, \$130.

Highlander, Mr. Moxon, \$150.

Highland Laddie, Mr. Robertson, \$130.

Highland Fling, Mr. J. J. Leiria, \$105.

Arranpogue, Mr. J. J. Leiria, \$140.

Yellow Peril, very quiet with good mouth,
good hack, Mr. Patterson \$145.

White Elephant, quiet, Mr. J. J. Leiria, \$115.

The ponies bought by Mr. Leiria, Vice-
Consul for Portugal, are to be shipped to
Macao for the local mounted Police. For
the higher-priced ponies the bidding was very
keen.

CANTON NOTES.

[From Our Own Correspondent.]

Canton, 28th Feb.

DISTURBANCE IN THE CITY.

For two days there has been considerable
trouble in the Fai Kwan district. The Bud-
dhist fraternity own a large temple and garden
in Cheung Chau Li just north of the 17th
ward. Two schools were opened in it last
year. The priests were consulted and gave
their consent, and the officials issued a pro-
clamation authorizing the use of some rooms
for schools. The teaching in these schools
was of a varied character—Western studies, as
taught by the Chinese, and added to these was
some English. During the New Year's holi-
days some disgruntled Chinese have been fill-
ing the minds of the priests with all kinds of
tales. This resulted in the priests believing that
some foreigners were at the back of the schools
and were working to get possession of the tem-
ple and garden. The priests complained to the
officials. They charged two foreigners (no name
given) with conspiring with certain blackley
native Christians to seize all the property be-
longing to the monastery. The priest became
thoroughly roused. Last Saturday was the date
for reopening the schools. When the day came
the priest had gathered a mob of street thoughts
and entering the schools smashed the furniture.
The boys as they arrived at the school were in-
sulted, their books taken from them, and their
school caps snatched from their heads and
thrown away. During the most of yesterday
upwards of a thousand roughs were gathered
in the neighbourhood of the monastery and any
schoolboy making his appearance was roughly
handled. Stones were thrown and several boys
received severe cuts. Teachers and pupils
were accused of being Christians and the two
nameless foreigners were said to be using them
to appropriate the property of the priests. The
city was well placarded with printed sheets
containing the same charge, and the native
papers gave a full account of the trouble. A few
soldiers sent to restore peace were driven off
by the mob.

ACCIDENTS AND FATALITIES
OF THE NAVY FOR 1904.

[By a Naval Correspondent.]

The accidents in the Royal Navy during the
year are, happily, very few when one considers
the great number of ships and men employed in
our naval service. In your columns you
recently set forth statistics concerning the
health of the Navy, and it is now my intention
to give, briefly, accounts of the accidents to
ships and men as they occurred during last
year. On January 6th a boiler exploded on
board H.M.S. *Wallaroo*, on the Australian
Station, causing the death of four men injuring
three more. On the 29th idem two men were
hurt, one fatally, at Whale Island while hoist-
ing a gun into a lighter. On the last day of
February a steam boat belonging to H.M.S.
Edgar was run down by the destroyer *Vixen*
at Devonport and two men were drowned. It
will still be fresh in the minds of all, that fatal
disaster of 18th March in which the Submarine
A1 was sunk by a liner off Portsmouth when two
officers and nine men were sent to the bottom,
sealed up in that ill-fated shell. Three men of the
Naval landing parties from H.M. ships *Hyacinth*,
Nokah, and *Fox*, were killed on 21st April,
while employed, in conjunction with part of the
Hampshire Regiment, capturing a Derwish Vil-
lage in Italian Abyssinia. May was entirely
free from accidents; but on the 14th June,
four men were badly scalded by an explosion
on board the destroyer *Succia* in the Fifth of
Clyde. On the 18th of the same month, the
destroyer *Sparrowhawk* became a total wreck
near the Saddle Islands off the coast of China;
happily no lives were lost. On 7th July, two
seamen were suffocated on board the *Juno*,
(power hulk at Chatham) by the burning of a
quantity of naval fireworks, and on the 16th, a
steamer collided with the destroyer *Naughty*
off Harwich. No lives were lost but the
destroyer was badly damaged. H.M. ships
Burford and *Canopus* ran foul of one
another on 30th, with the result that
the former was slightly damaged. On the
12th August, a party of marine officers in
a launch were run into and sunk, but no
lives were lost. The next day the destroyer
Decoy was sunk by the *Arcton*, one A.B. being
drowned. On the 18th the destroyer *Zephyr*
was run into by a torpedo boat, and only just
saved from sinking. A fatal gun accident
happened on board H. M. gunboat *Comet* off
Portsmouth on 7th September, the breech of a
4.7 inch gun blowing out killing three, and
injuring two men. On the 26th of the same
month yet another destroyer, H.M.T.B.O. *Chamois*
was sunk, in the Mediterranean, but no
lives were lost. In the early part of November
H.M.S. *Penguin*, New Zealand, lost a boat's
crew of one officer and five men drowned.
Through a boat capsizing, two men of the
Torpedo Depot lost their lives by drowning in
Portsmouth Harbour. While sweeping for the
electric cable a mine blew up capsizing a steam
pinnace and cutter some of the men being im-
mersed for twenty minutes before being picked
up. This concludes the list of accidents, fatal
and otherwise, for the year.

Of officers who were killed or died from
various causes, and not included in the above
account, January saw the passing away of the
"Father of the British Fleet" by the death
of Admiral Keppell, at the age of 95. During
February, Captain Sir G. Morice, Vice Ad-
miral Woolcombe, and Rear Admiral "Versay"
died. Retired Admiral Prince E. Leiningen,
Rear Admiral, "William C. H. Donville,
C.B., and Rear Admiral, H. J. May, M.V.O.,
passed away in April. 4th, May V. ce Admiral,
R. W. Courtney died, and two more deaths
took place during the same month Admiral,
the Hon. W. C. Carpenter and Staff Comman-
der, H. H. Sabben, the latter on board H. M.
Storeship, *Tyne*, passing away. Inspector-
General, M. Hodgess, M.O. died at Southsea on
8th June, and on 9th July the death was
announced of a Crimean Hero—that of
Admiral G. I. Sullivan Captain E. H. Bayly,
C.B., died during August and on 2nd October,
Commander R. W. Melville was washed over-
board from a steamboat and drowned in
Portland harbour. The death of Admiral Sir
Erasmus Ommanney took place at Portsmouth
on 11th December.

Total deaths and injuries while serving—

Officers—4, all drowned.

Men—33 killed; 10 injured.

Two of the four officers lost their lives in the
Submarine A1 disaster, one in Portland harbour
and one from H.M.S. *Penguin*, Australia. Of
the 33 killed, 10 deaths resulted from accidents,
3 in action, and 19 by drowning—9 of the
latter in the Submarine A1. There were 10
men injured by various accidents.

Among officers 10 Admirals of all grades died,
during the year, and one Inspector General
of Hospitals, two Captains, and one Comman-
der, making a total of 14.

SHIPPING AND MAILS.

MAILS DUE.
American (*Doric*) 2nd inst. 8 p.m.
Canadian (*Albatross*) 2nd inst.
American (*Manchuria*) 5th inst.
Indian (*Sutlang*) 14th inst.

The Bucknall Line s.s. *Baralong* left Shang-
hai to-day, and is due here on 4th inst.

The P. & A. s.s. *Nicomedia* sailed from Port-
land, Oregon, on 26th ult. and is due here on
30th inst.

The N. G. S. S. Co.'s s.s. *Ichika* left Singa-
pore for this port to-day, and may be expected
here on 6th inst.

The Imperial German Mail s.s. *Bayern* which
left here on 1st inst., at noon, arrived at Genoa
on Tuesday at 5 p.m.

The H. A. L. s.s. *Sikis* from Hamburg left
Singapore for this port on 1st inst. and may
be expected here on 7th inst.

The I. C. S. N. Co.'s s.s. *Sutlang* left Cal-
cutta for this port via the Straits on 25th ult.,
and may be expected here on 14th inst.

The O. & O. S. Co.'s s.s. *Doric* with m.s.
&c., left Shanghai for this port on 28th ult., at
4 p.m. and is due here on 1st inst. at 8 p.m.

The C. P. R. Co.'s s.s. *Atlanta* arrived at
Yokohama at 10.30 a.m. on 27th ult., and left
again at 3 p.m. Tuesday, for Kobe where she
is due to arrive at 6 a.m. on 29th inst.

THE TELEGRAM.

THE WAR.

CAPTURE OF CHINGHOCHENG.

RUSSIAN RETREAT.

Mr. M. Noma, Consul for Japan, kindly
forwards us the following telegram—

Tokio, 28th February, 1905.

On the 23rd February, our detachment
engaged the enemy at Chinghocheng, 30
miles east of Pensiho. A strong snow storm,
the steep nature of the ground, and the
melting ice

TELEGRAMS.

[Reader's.]

The War.

Accounts of the fighting in Manchuria are of the most meagre description, and still from exclusively Russian sources. They indicate that the engagement at Beresneff Hill was the beginning of a great battle, and part of a general Japanese movement against the Russian left flank.

Beresneff is one of the strongest of several fortified heights of Teinkhecheng, a position situated on the south slope of the Taling Range, eighteen miles south-west of Shinking, and barring the way to the passes leading to Fushun where Kuropatkin has his centre.

Later.

TROOPS DELAYED.

The Times St. Petersburg correspondent wires that the transport of troops to the front has been greatly delayed all the winter. None of the reinforcements despatched during December will reach General Kuropatkin before April.

Situation in Russia.

Reuter's St. Petersburg correspondent wires that, in order to ensure the railway service, the Government has ordered all railway men in the Empire to be treated as soldiers, and subject to martial law.

Reuter's Warsaw correspondent wires that every policeman is now accompanied by soldiers, as the authorities fear that the police will strike.

KOWLOON BOWLING GREEN CLUB.

Mr. James Macdonald, the president, occupied the chair at the annual meeting of the above club which was held in the Green last evening, when a fair number of members attended. After the adoption of the report and accounts, the election of officers was proceeded with and resulted in the following appointments:—Hon. president, Capt. Milroy; hon. vice-president, Mr. J. M. Henderson; hon. secretary and treasurer, Mr. D. Gow (re-elected); Committee, Messrs. Jas. Macdonald, A. Kinross, Wm. Rainey, J. Galt, T. Petrie, T. W. Robertson, C. F. Focken and H. T. Richardson, the four last named being new members of the committee.

SHIPPING INTS.

Albert Varden, a seaman on the s.s. *Whitford*, deserted from his vessel ten days ago. He was arrested on Monday, and Mr. Gompertz sent him to one month's hard labour.

The s.s. *Sikh* sails to-morrow morning for Chetno to load another batch of coals for South Africa from Chetno; she will proceed to Durban direct. It is not yet known what steamer will follow her on this run.

The hearing of the case has commenced in the High Court at Calcutta in which the Secretary of State claims Rs. 12,000 from the P. and O. Company for damages done to the pilot brig *Atter* by a collision with the P. and O. steamer *Sunda* at the Sandheads.

A London telegram to the *Asahi* states that the German collier *Hulvaria* and the British collier *Sandford* arrived at a bay on the Sumatra coast. They were, however, ordered by the Dutch authorities to proceed to Batavia and dispose of their cargo there.

A correspondent wishes to know why it is that the person responsible for lighting the bays in the central railway has not been summoned for neglect of duty. We have no idea, but should advise him to communicate with the Harbour Master if he has any complaint to make.

Messrs. G. Fenwick & Co. have completed repairs to the machinery of the s.s. *Macquarie*, and on Monday afternoon gave her a trial trip the result of which was that she covered the usual measured distance at the back of the Island at a speed of upwards of 14 knots per hour.

OSAKA SHOSHEN KAISHA.

Besides the steamer now being built in Japan for the Osaka Shoshen Kaisha, the company has, it is reported, under consideration the construction of about 30 vessels having some 40,000 tons gross, for the purpose of greatly extending the services to Formosa, South and North China, and Korea.

In his address at the Chamber of Commerce meeting yesterday, a full report of which appears in another column, the chairman referred to the working of the Pilots Ordinance the actual result of which, he said, has proved far different from what had been anticipated. The Government have again been approached, and more may be expected to be heard on the subject.

THE WEATHER.

The following report is from Mr. J. J. Plummer, Chief Assistant of the Hongkong Observatory—

On the 1st at 11.55 a.m. The barometer has risen on China coast, particularly in the north. A high pressure area lies over N. China.

Gradients are steep over the Formosa Channel and very strong monsoon will probably prevail there. In the N. part of the China Sea gradients are moderate but increasing, and the monsoon is likely to freshen considerably over that area.

Forecast:—Strong N.E. winds; overcast, some rain.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of the Hongkong Chamber of Commerce was held at the City Hall, yesterday, Mr. E. A. Hewett presiding. There were also present, Messrs. A. G. Wood (Vice-President), Hon. Mr. R. Shewan, Hon. Mr. W. J. Gresson, Hon. Mr. Gershom Stewart, G. W. F. Playfair, C. R. Scott, A. M. Eschbayer, Abdolally Ebrahim, E. W. Rutter, J. J. Leira, F. J. V. Jorje, A. G. Gordon, E. Shelling, C. Pemberton, A. J. J. Raymond, A. J. Williams, W. Melchers, A. Forbes, J. R. M. Smith, J. R. Michael, H. W. Slade, G. H. Medhurst, E. Ormiston, A. Rumiann, E. S. Wheeler, H. E. Tomkins, H. W. Robertson, L. Beridogae, A. Haupt, C. A. Tomes, T. Cochrane, E. W. Mitchell, W. Danby, C. Thompson, W. H. T. Davis, G. C. Moxon, W. D. Graham, A. R. Lowe (Secretary), and many others.

The Secretary having read the notice convening the meeting,

The Chairman proposed the confirmation of the minutes of the last meeting.

The Vice-Chairman seconded, and the resolution was unanimously agreed to.

FAR EASTERN TRADE.

The Chairman said:—Gentlemen, The report and accounts of the Chamber of Commerce for 1904 having been in your hands for some days, we will with your permission take them as read. Before proposing the adoption of the report and the passing of the accounts, there are a few matters to which I would like to refer. The past twelve months has been a particularly anxious period to all engaged in the Far Eastern trade, and the Committee of the Chamber in common with the Community at large, has closely followed the varying phases of the political situation and has on more than one occasion made such representations as appeared desirable in the proper quarters with a view if possible to modifying the restrictions upon our neutral trade which were from time to time imposed by one or other of the belligerent powers. The question of what is or is not contraband of war is as we know in a most unsatisfactory position. At one time it appeared as though an attempt would be made to establish the principle that might is right. Fortunately friendly representations made by neutral powers have to a certain extent relieved neutrals of some causes for anxiety, but it is to be earnestly desired that at the soonest possible moment after peace has been declared, an international conference be arranged to consider what further improvements can be effected upon the existing Treaty of Paris so that should war again unhappily break out between two great powers, that loss and dislocation, to neutral trade which must inevitably arise under such circumstances, be reduced to a minimum. As we all know, the broad-minded and capable statesman who now directs the policy of our kinsmen on the other side of the Pacific has already proposed such a conference, and we believe his proposal has been cordially adopted by the majority at all events of the leading powers. The question of increasing the output of cotton in British territory in diverse parts of the Empire so as to render our manufactures more independent of those foreign markets on which they have now to rely for their supplies of raw material has, as we all know, received the earnest consideration of many private persons as well as officials more directly interested in the welfare of several of our Colonies. As Hongkong can also claim to be one of the cotton manufacturing Colonies, although it is true to a comparatively small extent, it is satisfactory to find that the question of encouraging the CULTIVATION OF COTTON ON THE MAINLAND has received the attention of the Government. Seed has been imported and steps are being taken with a view to distributing this to the local farmers. It is to be hoped that the offer of prizes for the best results these men may be encouraged to embark in what has proved in many districts in China to be one of the most remunerative forms of agriculture. The reform of the currency in China as a first step towards the establishment of a gold basis was specially dealt with at our last annual meeting. The committee has since then again addressed the Chambers of Commerce in Shanghai and Tientsin on the subject, and for a second time a joint memorial from the three Chambers has been sent to the Members of the Diplomatic Body at Peking. Although no movement has as yet been set in motion by the Chinese Government towards carrying out this much-needed reform, the importance of the question is we know fully realised by the foreign Ministers in Peking, who will no doubt lose no fitting opportunity for urging upon the Chinese the great benefit which must accrue to the Empire by bringing about the desired change.

THE FISCAL PROBLEM.

In my last annual address I referred to the Fiscal question which has so agitated the minds of many of our leading statesmen and traders in all parts of the Empire; much has been said and written on this all-important subject during the past twelve months, but it is difficult to forecast what may transpire in the immediate future. Whatever our personal views may be all must agree that it is one of the most important questions to British Imperial trade which has arisen of recent years, and as you will have seen therefore it is proposed later on to ask you to pass a resolution dealing with this matter. Another question which has engaged the attention of the Committee is that of the construction of a new and more spacious harbour of refuge for the small craft of the port which is so urgently needed. Some correspondence has passed between the Government and this Chamber on the subject and it is satisfactory to learn that the importance of the speedy construction of such a refuge is fully recognised by the Authorities. We understand the Government very rightly consider that when the work is undertaken it shall be of sufficient magnitude to meet all possible

requirements of the port for many years to come. Unfortunately, in order to effect this, a very large sum of money will have to be expended and in view of the many public works now under construction, we understand the Government has decided to postpone for a time constructing the new refuge. Under the circumstances, the Committee cannot but concur with the decision arrived at.

"WHITE PILOT SERVICE UNNECESSARY."

At our last meeting I was glad to be able to state that the Government, agreeing to the repeated requests of the Chamber, had decided to introduce a bill for the purpose of regulating the pilots of this Colony by licence. The bill, as ultimately passed, appeared to be entirely satisfactory, and the Committee trusted that their end would thus be attained, that is to say, incompetent men would be prevented from assuming the post of pilots and that the old standard of pilots would be maintained. This is not the case, for, as you will see from the report, the actual result of the working of the Pilots Ordinance proved far different from what had been anticipated, the consequence being that we are now provided with a ton limited pilot service, composed almost entirely of Englishmen who, even with the small number licensed, already complain that they cannot make a living and are agitating for an increase in the fees. Now the navigable difficulties of Hongkong harbour are small, and the services of a pilot are really only required to give to the masters of vessels certain local information as to currents more particularly when a steamer is being placed at a wharf or dock. There is no need for a highly paid European service. Under these circumstances the existence of a white pilot service is unnecessary, entailing as it must an unneeded expense on the shipping trade of the Colony. Under the new system the shipping companies also had reason to complain that they were deprived of the services of men whom they knew and trust, while a deserving body of men were prevented from following their avocation. It is of course obvious that a Chinaman of the class which furnishes pilots cannot be expected to pass highly technical examinations, and it was supposed therefore that the same consideration would be shown them in passing their respective examinations as is now extended to the licensed engineers and stevedores of tug-boats, who, as we know, could not pass the test set to men of the same class in home waters. Since the closing of the report the Committee have addressed the Government on the subject, and it is very satisfactory to be able to report that the views expressed by the Committee have been endorsed by the Government. The correspondence on the subject will be published for general information in due course. With regard to the vexed and much discussed question of barriers in the Canton River it is gratifying to be able to report that lately the work of removal has been vigorously taken in hand by the Coast Inspector of the Chinese Maritime Customs, acting on behalf of the Imperial Government, and it is pleasing to learn that the work is progressing as rapidly as could be expected. Our thanks are due to those numerous officials, both on the British and Chinese side, whose representations have at last brought about this satisfactory state of affairs.

CANTON RAILWAY.

In consequence of the views so strongly expressed at our last meeting with regard to the imperative necessity for an early construction of the long dreamed of Kowloon to Canton railway, the Committee specially addressed the Officer Administering the Government and the British Minister at Peking, from both of whom sympathetic replies were received. As you all recollect, Sir Henry Blake in his farewell address to the Colony specially dwelt on the importance of this question, and after his departure the matter was strongly taken up by the Acting Governor, Mr. May; while since his arrival in the Colony His Excellency the Governor has given special attention to the matter. The question of the Kowloon-Canton railway has consequently for some time past been the subject of negotiations between the Colonial Office on behalf of the Government of this Colony and the British-Chinese Corporation, and it is undoubted to have proceeded so far towards settlement that the discussion with the Chinese Government provided for by the fifth paragraph of the Convention of 9th June, 1898, will shortly be opened. In the meantime the Government here have been considering the route to be taken by the line within British territory which, in conjunction with a complete road system, will best develop that territory. I have already referred to the dislocation of, and losses entailed upon, our trade in these waters by the war which still unhappily drags on. It is to be hoped that the scene of action, and being so closely interested in every turn of affairs it is perhaps only fitting that before I close I should refer to the question again. While we must join with the whole civilized world in deploring the appalling loss of life and suffering which this war has entailed, we cannot but thrill with admiration at the intense patriotism and splendid heroism which has been equally displayed by the forces of both combatants. In this I think we may look for comfort, for surely we may be permitted to believe that that respect which all brave men must earn on the field for a courageous and generous foe will in due time form a solid foundation for a genuine friendship between those who now are ranged against each other, and that the feeling thus engendered will more surely than anything else result in a lasting peace in the Far East, bringing in its train prosperity not only to those now actually engaged in the present conflict, but to all who, for whatever reason, desire the peaceful development of the trade of this part of the world. Since our last meeting our new Governor has taken office and has already given many indications that among other matters engaging his earnest attention he has at heart the true progress of the trade of this Colony. His Excellency's recent utterance on that all-important subject, the education of the rising generation of our population, are alone sufficient evidence of this, while the Committee of the Chamber have

already had evidences in other directions, of the interest His Excellency takes in trading matters. As we know, however, from past experience, it is not always possible for the officials of a Crown Colony and the business community to look at all questions from the same point of view. Much, however, can be done to further those interests for which after all we are all working in common, viz., the advancement and prosperity of our Colony, by a ready interchange of ideas and opinions. Something to this effect was said by His Excellency on his arrival when taking the oath of office. I trust, therefore, I may be permitted to take advantage of this occasion, and in the name of the Hongkong General Chamber of Commerce to assure His Excellency that we will heartily co-operate in any steps taken to advance

THE PROSPERITY OF OUR COLONY.

I fear I have detained you somewhat but there are still a few matters of more personal interest to which I must refer. Our Vice-Chairman, Mr. D. R. Law, has left us on a visit home. The Chamber is indebted to Mr. Law for much good work done in spite of the very great calls upon his time made by his own affairs (appliance). Another friend to whom we have had to say farewell is Mr. R. C. Wilcox. Mr. Wilcox was, as you know, for several years our secretary, and later rendered equally valuable assistance to our Association as a member of the Committee. We should all join in thanking Mr. Wilcox for services so willingly rendered in the interests of our Chamber, and I am certain all hope that he may have many years before him in which to enjoy with his family in his native land the happy results of his industry and ability (applause). With Mr. Wilcox's departure I regret to say the name of Messrs. Turner and Co. disappears from our list of members—a name, I would remind you, which is among the oldest on our books, and one which in past years has been so frequently connected with the work of the Chamber. As you will have seen, we have been obliged through the altered conditions of affairs in the Colony to vacate our offices in this building and seek fresh lodgings. Although the change has much facilitated the work of the Chamber, we must all feel a certain amount of regret at leaving premises where the Chamber of Commerce has been located since its inception and where so much good work has been done by our predecessors.

Mr. Medhurst seconded and said:—I have pleasure in congratulating the committee on the successful results of their labours during the past year. The Chairman, in his very able speech, has so fully covered the ground that it leaves but little to add. I would, however, like to say that I am glad the Government has recognised the importance of constructing a new harbour of refuge, and trust they will see their way to commence this very necessary work at an early date. The Pilots Ordinance is one that materially affects the shipping trade of the port, and it is satisfactory to note that the further representations of the committee have been the consideration of the authorities. It is also gratifying to notice the great interest taken by His Excellency the Governor in that scheme which, in view of such vital importance to this Colony, namely, the construction of a railway from Kowloon to Canton, and we may now rest satisfied that this matter will not be shelved. With these few words I beg to second the adoption of the report and accounts.

The resolution was carried unanimously.

THE FISCAL QUESTION.

The Chairman proposed the following resolution:—"That the Committee be authorised to write to the Government requesting that before entering into any arrangements with the United Kingdom, India, or the Colonies, which may affect freedom of action in trade matters within the limits of this Colony, His Excellency the Governor will be good enough to direct that details of any proposed legislation be forwarded to the Chamber of Commerce, as representing the Commercial Community, in order that the Community at large, or that section of it which may be affected by the proposed agreement, or agreements, may be given an opportunity of expressing their views on the subject." He said: In bringing this resolution before you, the Committee are only asking you to endorse what they have written to the Government, that is to say in connection with matters you will find under Annex I in the Report before you. It is merely a precautionary measure. We all know that for a long time quite the most burning question in home politics has been the Fiscal Question. We also know that our trade in Hongkong is principally transport trade, and therefore whatever might be advisable in the shape of legislation for other Colonies, it was very obvious that questions in Hongkong could not be looked upon in the same view. Therefore it is most important that the British community in Hongkong should be given every opportunity of expressing their opinions before any actual legislation was carried out. It may be urged that it is premature to bring forward such a resolution more especially as we understand that the opposition is making every endeavour to force the issue upon the Government. The Fiscal Question may form quite one of the most important planks in the new political platform, and it is very important that we should express our views upon the question. The resolution commits us to nothing. It is a precautionary measure, and I hope you will pass it.

[Continued on page 3.]

A DELATED New Year number of the "South China Morning Post" is to hand from the publishers and although it is the first attempt at anything of the kind in the Colony we must admit that it falls short of expectations. In the copy we have received the half-tone illustrations are blotchy and smeared, and does not do credit to modern American machinery. Some of the industries of the Colony are briefly dealt with while the doings of the Indian brigade in Hongkong together with a tale of the Indian mutiny and a story of "A Tat's career" (the feature of the work) occupy other pages.

ALLEGED LARCENY AND BRIBERY.

INDIAN CONSTABLE IN TROUBLE.

Before Mr. F. A. Hareland at the Magistracy this afternoon, Karim Elahi, acting Sergeant of Police, stationed at Yaumatei, was charged with the larceny of a watch, chain, and certain trinkets, and also with attempting to obtain from Ho Kai a bribe of \$20, with a view to influencing his conduct as a public servant.

Mr. Otto Kong Sing appeared to prosecute, and Mr. H. W. Looker, of Messrs. Deacons, Looker and Deacons represented the defendant.

Mr. Otto Kong Sing said that Ho Kai was a coolie working at Yaumatei Police Station, and on the 30th December last he received his wages; and then absconded from the station. This fact was evidently known to the accused, who subsequently met Ho Kai, about the 5th of February, at the Yaumatei theatre. Karim told the defendant that he must go with him back to the station, and taking him by the arm led him off as far as Kennedy Street, where he told him that if he gave him \$20 he would release him, and he need not see the Inspector. Ho Kai said he had not so much money, and Karim then searched him, and finding a watch and chain and some jade-stone trinkets, took them away, and annexed them.

Inspector Macdonald was called and gave evidence as to the finding of the watch, chain and trinkets in defendant's house in Temple Street, Yaumatei.

Ho Kai, the complainant, gave evidence bearing out the above facts.

COMMERCIAL.

SHARE LIST.

Further alterations in Messrs. Benjamin, Kelly & Potts' share quotations, since the list was printed, are as follows:—

Hongkong Banks	... \$7 0 0
Union Insurance	... 695 50
Hongkong Docks	... 207 0

Shanghai advices of the 24th ult. state:—Business reported:—Farnham, 115 1/2 for February and 115 1/2 for March. Wei-hai-wei Golds at \$6. Langkats at 115 2/3.

Business done direct: Farnham, 115 1/2 for March. Shanghai Lands 115. Somatras at 72 1/2. Langkats at 115 2/3 for March, 115 2/3 for June. Colonies at 115 2/3 for March.

HEMP.

Writing from Manila on 15th ult., Messrs. Warner, Barnes & Co. state:—

Since our last report prices have gradually hardened owing to general buying on the part of almost all exporters; transactions over the fortnight have been considerable at values varying from P.C. 18 30 to P.C. 19 50 basis of current, and market closes firm at the latter price or say at exchange 2/6 = £37. 10 5 0 b. During the past three months, which should have been the rainy season in most of the hemp districts, the weather has been exceptionally dry, and as the hemp plantations have not recovered fully from the drought of previous years we fear, if the dryness continues, that the effect will be very marked. We are much disposed to reduce our estimate of a possible crop of 950,000 bales for 1905, which we made on 15th December as a consequence of this, and also of the increased amount of pulpy growing, but we wait a little until we can speak more definitely.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

FRIDAY, the 3rd March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDY HOUSEHOLD FURNITURE, CURTAINS, PICTURES, &c., &c.

TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 1st March, 1905. [307]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned have received instructions from H. H. GOMPertz, Esq., to sell by PUBLIC AUCTION, ON

SAUNDAY, the 4th March, 1905, at 2 P.M., within his residence, at 11, Robinson Road, The Peak,

THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE. Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 1st March, 1905. [308]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. LEE HING SING, of 5, Wing Sing Street, Victoria, Hongkong, Traders, have on the 27th day of January, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

- (1) The Representation of a spotted Chinese Lion;
- (2) The Representation of a spotted Chinese Lion, with a smaller lion crouching under its fore paws;

in the name of LEE HING SING, who claim to be the Proprietors thereof. The Trade Marks have been used by the Applicants in respect of the following goods:—"MATCHES," IN CLASS 47. Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

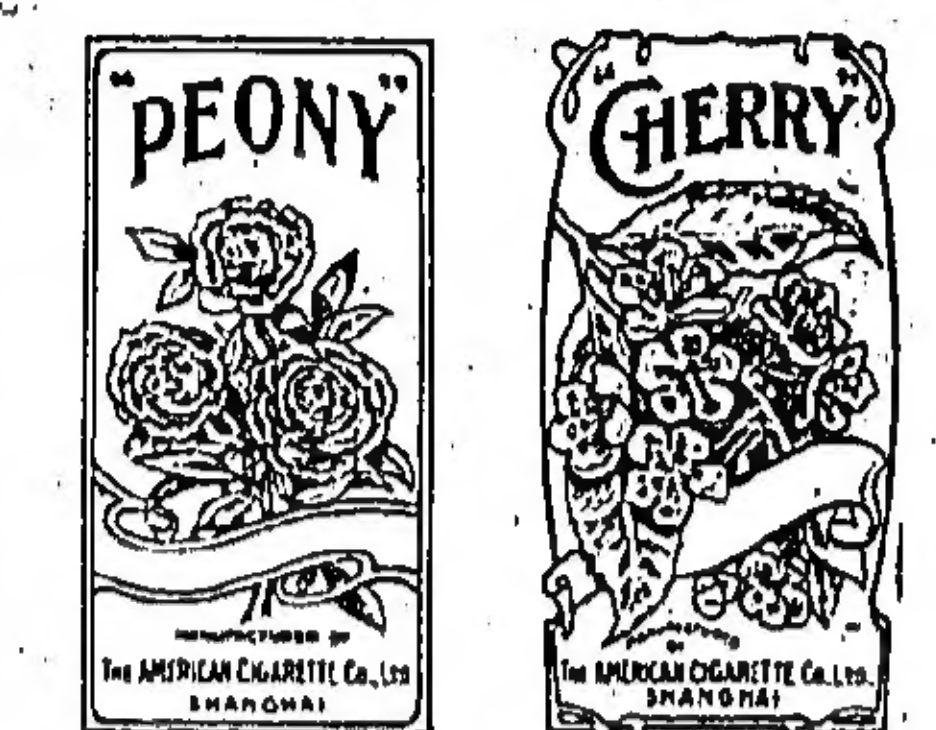
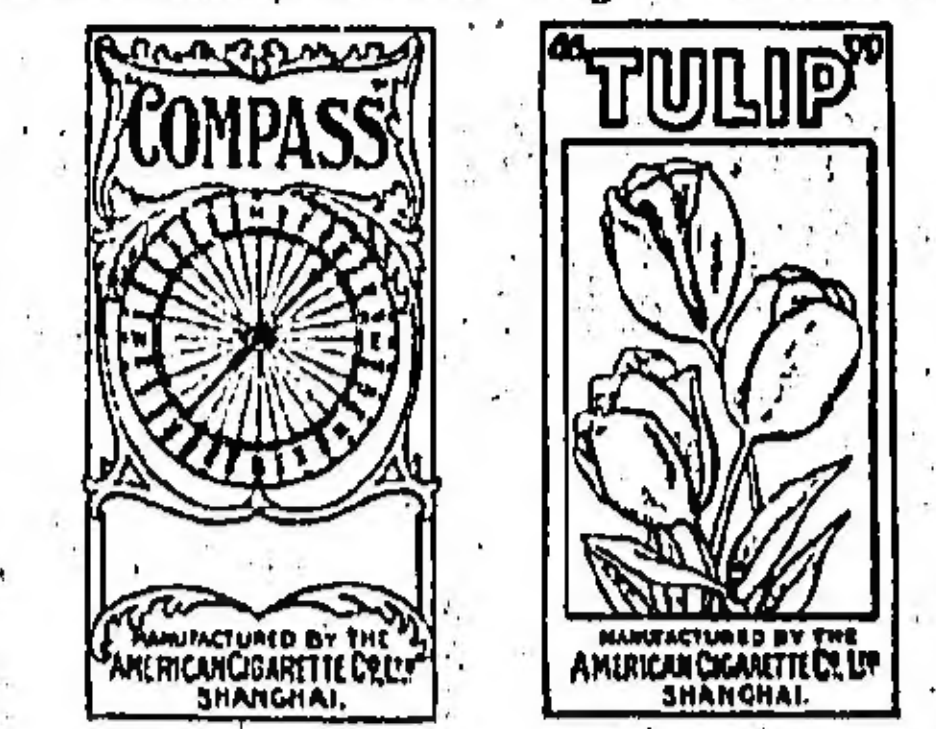
Dated the 28th day of February, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [309]

To-day's Advertisement.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that THE AMERICAN CIGARETTE CO., LIMITED, a Company registered under the Laws of Hongkong, of No. 18, Bank Buildings, Hongkong; and No. 9A, Nankin Road, Shanghai, China; Tobacco Manufacturers, has on the 1st day of February, 1905, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—



in the name of THE AMERICAN CIGARETTE CO., LIMITED, who claim to be the Proprietors thereof. The Trade Marks have been used by the Applicants in respect of the following goods:—MANUFACTURED TOBACCO, IN CLASS 45. Dated the 28th day of February, 1905. DENNIS & BOWLEY, Solicitors for the Applicants. [310]

Intimations.

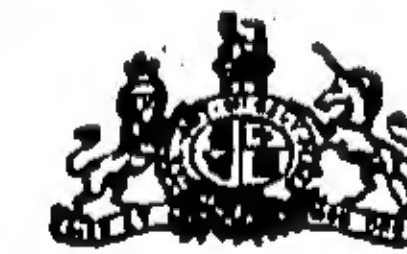
WHY NOT THE BEST?

SEVEN GRAND PRIZES AWARDED TO SINGER SEWING MACHINES AT THE ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HRH THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [49]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"ULYSSES"	3rd March.
GLASGOW AND LIVERPOOL	"ANTENOR"	4th March.
GLASGOW AND LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW AND LIVERPOOL	"MACHON"	13th March.
GLASGOW AND LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW AND LIVERPOOL	"OANFA"	21st March.
GLASGOW AND LIVERPOOL	"KAISOW"	25th March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	28th March.

S.S. "ULYSSES" left Singapore p.m. on the 25th ult., and may be expected to arrive here on the 3rd inst.
S.S. "ANTENOR" left Singapore at daylight on the 26th ult., and is expected to arrive here at daylight on the 4th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
AMSTERDAM, LONDON & ANTWERP	"PATROCLOS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHON"	11th April.
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA	"OANFA"	24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO AND TIENTSIN	"CHIHLI"	4th March.
CHEFOO AND NEWCHWANG	"HANYANG"	6th "
MANILA	"TEAN"	7th "
NINGPO AND SHANGHAI	"TAIWAN"	8th "
NEWCHWANG	"IOHANG"	8th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	14th "
CEBU AND ILOILO	"KAIFONG"	16th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st March, 1905.

Hongkong—Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 4th March, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 11th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 25th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	March 10th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Brehmer	April 20th, "
"ARABIA"	4,483	Bahle	May 11th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN.
"KWONG TUNG" 1,238 H. W. WALKER.
Leave Hongkong for Canton at 9 p.m. every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.Passage Fare—Single Journey \$34.
Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Capt. E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.1st Class \$3.00 for single journey.
2nd 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Capt. Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.
The Steamer will lay alongside the S.S. "Perseverance" wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00.
Return \$3.00, " \$5.00.
Tiffin and Dinner may be had on Board at \$1 each meal.YUK ON & CO., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.10 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.
FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.
Tiffin and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.
On Sundays passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.REGULAR STEAMSHIP SERVICE
TO NEW-YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"RICHMOND CASTLE" 7th March, 1905.
"SAINT FILLANS" 21st "
"LOWTHER CASTLE" 18th April, "
For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th February, 1905.

Shipping—Steamers.

IMPERIAL GERMAN MAIL-LINE,
NORDDEUTSCHER LLOYD, BREMEN.STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"
Capt. H. Kirchner, due here with the outward German Mail about WEDNESDAY NIGHT, will leave for the above places about 12/24 hours after arrival.NORDDEUTSCHER LLOYD.
For further Particulars, apply to
"MELCHERS & Co.,
Agents.

Hongkong, 25th February, 1905.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PONDUA"

Captain R. F. Thomson, will be despatched as above, on SUNDAY, the 5th March, at Daylight. For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 28th February, 1905.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEOTS-POSTE FRANCAIS.FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"TOURANE"

Captain will be despatched for the above Ports, on MONDAY, the 6th March. For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.

Hongkong, 27th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"NAMSANG"

Capt. Geo. Payne, will be despatched as above, on TUESDAY, the 7th March, at 3 P.M. For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 28th February, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain Ellis, will be despatched for the above Ports, on WEDNESDAY, the 8th proximo, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th February, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE,"

C. H. Burth, Commander, will be despatched for the above Ports, on or about MONDAY, the 20th March.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

Consignees.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE,"

Captain D. Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th March will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th March, at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 27th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 1st March, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th February, 1905.

Consignees.

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.THE STEAMSHIP "LOWTHER CASTLE,"
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th February, 1905.

FROM HAMBURG, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA"

Captain Knaisel, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th March, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th February, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "MONTROSE,"

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th March will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th March, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th March, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th February, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Marmora."

From Australia, ex S.S. "Australia."

From Calcutta, ex S.S. "Palermo."

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th February, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE

at

No. 45, DES VŒUX ROAD CENTRAL.

Arrivals.

Departure on

REFERENCES

Shipping Re

from C

THE N.E. WILCOX

... 92 ...

Japan, Br

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

Steamers Expected.			
Vessels	From	Agents	Due
Barotse	Singapore	N. Y. K. ...	Mar.
Doric	Shanghai.	O. & O. Co.	Mar.
Athenian	Japan	C. P. R. Co.	Mar.
Aragoia	Portland	P. & A. Co.	Mar.
Manila	Singapore	P. & O. Co.	Mar.
Baralong	Shanghai.	N. Y. K. ...	Mar.
Manchuria	Manila	P. M. Co.	Mar.
Tourane	Singapore	M. M. Co.	Mar.
Ischia	Singapore	C. & Co.	Mar.
Silesia	Singapore	H. A. L. ...	Mar.

0 aid a person who is

—Bratsberg, Frankfort, Glenside, Saginaw
10th February—Purdue, Mackay, Cone

February—Laos, Serbia, Teankai, Tonk

ie, _____

Swatow, Amoy and Foochow—Per *Batavia*
and Mar. 8 A. M.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

VISITORS AT THE HOTELS.

Cadele, Miss L. Parfitt, W.

Coffey, Dr. A. J. Rice, P. F.

Fox, W. F. Thomson, T. C.
Glover, J. Thornborrow, J.

Humphreys, Mr. Walter, Mr. & Mrs. C.

1. Jenkins, C. M. _____ Wyeth, Mrs. W. M.,
2. _____
3. _____

Brown, Col. F. L. Oliver, Mr. and Mrs.

Gales, Capt.	Steen, Mr.
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Edalg, D.	Turner, Miss
Jeffries, H. U.	Uffel, W. von

Kowloon

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* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

igilante	nivel gunboat
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OFFICE HOURS: 9 A.M. TO 5 P.M.; SUNDAYS, 10 TO 1

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregory, will be despatched for
MARSEILLES on TUESDAY, the 7th
March, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. OCEANIC.....21st March.

S.S. TOURANE.....4th April.

S.S. TONKIN.....18th April.

L. BRIDOU,

Acting Agent.

Hongkong, 21st February, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"BENGAL,"
Captain G. Phillips, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 11th
March, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Oceana, 6,010 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia,
due in London on the 22nd April.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 25th February, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Phaides	3,753	F.G. Purinton	At Mar. 15
Shawmut	9,606	E. V. Roberts	April 13
Tremont	9,606	T. W. Garlick	May 6
Lyra	4,417	G. V. Williams	May 15

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable
steamer for Manila.

Tremont	9,606	T. W. Garlick	At April 18
Lyra	4,417	G. V. Williams	May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARD.

The twin-screw S.S. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 28th February, 1905.

BOO CHEONG,

昌 發

STATIONERY AND PAPER MERCHANT.

No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Eklens Duplicator.

Hongkong, 25th February, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.60 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 1st March, 1905.

FOR SALE.

BEST "HEMMOOR" CEMENT, to arrive
S.S. "ABERGELDIE" about 2nd March.
A. H. RENNIE,
2, Chater Road.
Hongkong, 25th February, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

511

FOR SALE.

INCANDE-
SCENT,
Gasoline,
Lamps of all
descriptions
from the best
makers.

Incandescent
Lamps, all
descriptions
from the best
makers.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

To Let.

FOR SALE OR TO LET,

AT THE PEAK,

Nos. 2 AND 3, GOUGH HILL.

AN ELEVEN-ROOMED HOUSE with

Dressing, Drying and Bath-room; partly
furnished; distant thirteen minutes by chair
from the Tram; fitted with superior baths and
with hot and cold water; large Kitchen;
Laundry and Servants' Quarters. Can be used
as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOMES & Co.

Hongkong, 30th December, 1904.

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 18th February, 1905.

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904.

TO LET.

GODOWNS Nos. 100 and 101, Praya East,
with Water Frontage.

Apply to—

"VICTORIA BUILDINGS."

Hongkong, 28th December, 1904.

TO LET.

SIX FIRST-CLASS EUROPEAN
HOUSES in Observatory Road, Tsim
Tsa Tsai, Kowloon. Each with five spacious
well-ventilated living rooms, two bath rooms,
kitchen, garden, tennis courts, servants' quar-
ters, water, gas, electric lights, and bell.
Moderate Rental. Possession on or about
1st April, 1905.

Apply to—

ARRATQON V. APCAR & Co.,

45, Wyndham Street.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	11 1/2 %	\$720 sales London £77 1/2
National Bank of China, Limited.	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$30
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$270
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,992 \$364,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$59
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893,110 \$846,773	\$2,078,997	\$35 for 1903	5 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	8 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1902	7 1/2 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,770,288	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$350 sales
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil.	\$3 for year ended 30.6.1903	6 %	\$331 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$200,000 \$60,000 \$158,444	\$26,160	\$1 for second-half-year 1904	10 %	\$26 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903 @ 1/10 15/16=\$5.378	4 1/2 %	\$125 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 %	Tls. 52 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	£40,000 £4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	5 1/2 %	\$38
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	9 %	\$140 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 98,000 Tls. 201,614	Tls. 865	Interim of Tls. 1 1/2 for 1904	11 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$225 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$221 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 54 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000				
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 8
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$672,091	50 cents making G \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$34 buyers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN.								
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.75 for 1903	9 1/2 %	\$40 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	10,000	\$50	\$50	\$50,000 \$250,000	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$102 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,789	First year	...	\$100 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$60,000		\$6 dividend and \$1 bonus for and half- year 1904	7 1/2 %	\$205 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$10 div. & \$5 bonus for year end. 30.6.04	7 1/2 %	\$25 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$14 for 1903	4 1/2 %	\$190 buyers
Do. (Preference)	2,750	\$100	\$100			\$7 dividend	8 1/2 %	\$10
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$10 div. & \$2 1/2 bonus for 1903	8 %	Tls. 152
Shanghai and Hongkew Wharf Company	31,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Tls. 5 interim for 1904 1/2	8 %	Tls. 150
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$43,712	Interim of Tls. 4 for 1904	3 1/2 %	\$375 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	4 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,089	\$2 1/2 for year ended 30.6.1904	8 %	\$95 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$100,000 \$11,824 \$20,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000	\$11,868	\$5 for first half-year 1904	7 1/2 %	\$141 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$37,875	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$130 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 20 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,004	\$11,098	90 cents for 1904	7 1/2 %	\$12
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	8 1/2 %	\$32 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 82,813 Tls. 270,000	Tls. 40,666	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 116 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 48 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 235	Interim of Tls. 3 for 1904	5 %	Tls. 130 sales
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$57
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	16 %	Tls. 25
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 25
Leau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 25
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10			First year	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	12 %	Tls. 75 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000	\$2,883	Interim of 50 cents for 1904	8 %	\$22 1/2 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$51
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$30 sellers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$31 sellers
Do. (Founders)	123	\$75	\$75			None	...	\$100
China-Borneo Company, Limited	24,000	\$15	\$12	none	Tls. 1,942	6d. for 1903	8 1/2 %	\$8 sellers
China Flour Mill Co., Limited	60,000	\$12	\$12	none	\$3,739	6d. for 1903	8 %	\$15 sellers
China Light and Power Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	30,000	\$10	\$10	\$8,000	\$1,381	80 cents for 1904	9 1/2 %	\$24 sales
Dairy Farm Company, Limited	100,000	\$10	\$10			\$14 for year ending 31.7.1903	...	\$12 sales
R. L. Mondon, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 152,318	Tls. 5 for 1902	...	Tls. 10 buyers
Fraser and Neave, Limited	7,100	Tls. 50	Tls. 50	none	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	4,500	\$50	\$50	\$112,500	\$95,054	\$2 for 1904	7 1/2 %	\$28 buyers
Hall & Holtz, Limited	100,000	\$10	\$10	\$106,000	\$13,104	Interim of \$1	14 %	\$27 buyers
Hongkong & China Gas Company, Limited	21,000	\$20	\$20	\$23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	7 1/2 %	\$150 buyers
Hongkong Electric Company, Limited	7,000	£10	£10			\$1.00 for year ending 30.4.1904	6 1/2 %	\$14 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	none	\$1,747	50 cents for year ending 30.11.1904	6 1/2 %	\$94 sales
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$7,795	\$15 for year ending 30.11.1904	6 %	\$24 sales
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$247 sellers
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	6 1/2 %	\$155 buyers
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making	10 1/2 %	\$18
Late, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$375,000		\$1.50 for the year ending 30.9.04	...	\$135 buyers
Maatschappij tot Mijn. Bosch- en Landbouwe- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	\$13 for 1903	9 1/2 %	\$135 buyers
Maynard and Company, Limited	2,500	\$10	\$10	none	\$803	Interim of \$5	...	\$45
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	4th quarterly of Tls. 5, paid 15.12.04 making in all Tls. 35, for 1904	13 1/2 %	Tls. 270 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$27 buyers
Shanghai Gas Company, Limited	4,000	\$50	\$50			Final of \$3 making \$5 for the year ending	9 %	\$55 sales
Shanghai Horse Bazaar Company, Limited	1,200	\$50	\$50	none	Dr. \$5,537	30.6.04	...	\$50
Shanghai Pulp and Paper Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7548	None	...	
Shanghai Waterworks Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 25,000	Tls. 10,247	Interim of Tls. 3 1/2 for 1904	7 1/2 %	Tls. 112 1/2 sales
Singapore Dispensary, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
South China Morning Post, Limited	7,700	£20	£20	Tls. 45,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 147 1/2 sales
Steam Laundry Company, Limited	7,000	\$50	\$50	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	8 %	Tls. 430 sales
Straits Ice Company, Limited	600	\$50	\$50	\$60,000		\$5 for year ended 31.7.1903	...	\$50
Straits Trading Company, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$22 buyers
Tientsin Naive City Waterworks Company, Ltd.	5,000	\$5	\$5	none	\$3,644	\$60 cents for year ended 31.5.04	8 1/2 %	\$7 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$100	\$100			First year	...	\$100 sales
Watkins, Limited	2,000	\$100	\$100	\$45,000		\$7 1/2 for second half year 1904	9 1/2 %	\$74 buyers
William Powell, Limited	250,000	\$10	\$10	\$750,000		\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$32 sales
	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903 1/4	6 1/2 %	Tls. 130
	9,900	\$10	\$10	\$20,000	\$402	100 cents for year ending 31.5.1904	9 1/2 %	\$90 buyers
	100	\$10	\$10	\$10,000	\$1,043	\$1 for 1903	11 %	\$100 buyers
	10,000	\$10	\$10	\$3,802	\$388	Final of 70 cents making \$1.20 for 4th year ending 30.6.1902	9 1/2 %	\$122 sellers